

28 NOVEMBER 1936

# BUREAU OF NAVIGATION

## BULLETIN



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GENERAL INFORMATION OF PROBABLE INTEREST TO  
THE SERVICE.



### COMMENDATIONS.

The Secretary of the Navy recently addressed letters of commendation to the following:

Lieut. (jg) L. Conn., U.S.N., U.S.S. Lexington, for his unselfish action and for the spirit that prompted it, in rescuing Mr. D. O. Corley, a commercial pilot who had crashed and was pinned in his plane with head partially submerged in water, in the vicinity of San Diego, Calif., on 2 July 1935. Lieut. (jg) Conn, after landing his plane near the crash, swam to the plane, partially removed Mr. Corley from the cockpit and held him clear of the water until the arrival of the crash boat from the Naval Air Station, about ten minutes after the crash.

James W. Monahan, Seaman 1c, U.S.N., Receiving Ship, New York, N. Y., for his prompt and courageous action in rescuing A. Yesland, Fireman 2c, U.S.N., from drowning at the Destroyer Base, San Diego, Calif., on 3 July 1936. Yesland was engineer of the U.S.S. Dahlgren motor launch when it caught fire just after being fuelled. Monahan, without regard for his own personal safety and danger of explosion of the gas tank, jumped overboard from the U.S.S. Rigel motor launch and rescued Yesland, who was unable to swim and was burned, from the burning launch and brought him to safety. Monahan has been recommended to the Secretary of the Treasury for the award of a Gold Life-saving Medal in recognition of his act.

Roscoe O'Neal, Quartermaster 3c, U.S.N., U.S.S. Ontario, for his prompt and courageous action in rescuing a woman from drowning off the Broadway Pier, San Diego, Calif., on 4 April 1936. O'Neal, without regard for his own safety, jumped overboard from the U.S.S. Kalmia, and with some difficulty brought the woman alongside the U.S.S. Thrush, where she was hauled aboard and successfully revived by O'Neal, with the assistance of another enlisted man. O'Neal has been recommended to the Secretary of the Treasury for the award of a Silver Life-saving Medal in recognition of his act.

Harold O'Haver, Shipfitter 2c, U.S.N., U.S.S. Litchfield, for his prompt and valorous action in saving Donald Williams, a four-year old boy, from drowning off a dock at the foot of S. W. Main Street, Portland, Ore., on 4 August 1936. O'Haver jumped overboard and held the struggling boy on the surface until Jack Elmer Muller, Water Tender 1c, arrived and assisted him in conveying the boy to a landing farther downstream.

Jack E. Muller, Water Tender 1c, U.S.N., U.S.S. Litchfield, for his prompt and valorous action in rescuing Donald Williams, a four-year old boy, from drowning off a dock at the foot of S. W. Main Street, Portland, Ore., on 4 August 1936. Muller jumped overboard, swam to O'Haver, who was holding the boy on the surface, and assisted him in swimming with the boy to a landing farther downstream.

SPONSOR FOR U.S.S. BOISE.

The Secretary of the Navy has designated Miss Salome Clark of Idaho Falls, Idaho, as sponsor for the U.S.S. BOISE, CI47, named after the city of Boise, Idaho.

Miss Clark is the daughter of the incoming governor of Idaho, the Honorable Barzilla W. Clark.

The U.S.S. Boise, CI47, was authorized by Act of Congress dated February 13, 1929 and is the first vessel of that name on the Navy list.

This vessel will be launched at the plant of the Newport News Shipbuilding and Dry Dock Company, Newport News, Va., 3 December 1936.

NAMES OF NEW DESTROYERS.

Secretary of the Navy Swanson recently announced that the President had approved the assignment of the following names to twelve new destroyers of the 1936 program. Ten of the destroyers are under construction at navy yards and private shipbuilding plants. The allocation for construction of two has not been made.

Seven of the names assigned to these vessels will appear on the Navy List of vessels for the first time. Five of the names have been borne by destroyers which have been stricken from the Navy List and their names are being re-assigned to these new vessels.

The names which are assigned for the first time are:

SIMS - DD409, being built at the Bath Iron Works, Bath, Maine.

Named in honor of Admiral William Eowden Sims, U.S.N.

HUGHES - DD410, being built at the Bath Iron Works, Bath, Maine.

Named in honor of Commander Edward Merritt Hughes, U.S.N.

ANDERSON - DD411, being built at the Federal Shipbuilding and Dry Dock Co., Kearny, N. J.

Named in honor of Rear Admiral Edwin Alexander Anderson, U.S.N.

HAMMANN - DD412, being built at the Federal Shipbuilding and Dry Dock Co., Kearny, N. J.

Named in honor of Ensign Charles Hazeltine Hammann, U.S. Naval Reserve.

MUSTIN - DD413, being built at the Newport News Shipbuilding and Dry Dock Co., Newport News, Va.

Named in honor of Captain Henry C. Mustin, U.S.N.

RUSSELL - DD414, being built at the Newport News Shipbuilding and Dry Dock Co., Newport News, Va.

Named in honor of Rear Admiral John Henry Russell, U.S.N.

BUCK - DD420, (Order not placed).

Named in honor of Master's Mate James Buck, U.S.N.

NAMES OF NEW DESTROYERS (contd).

The destroyers which will bear the names of vessels previously in service are:

O'BRIEN - DD415 - being built at the Boston Navy Yard.

Named in honor of Captain Jeremiah O'Brien, U.S.N., and his four brothers.

WALKE - DD416 - being built at the Boston Navy Yard.

Named in honor of Rear Admiral Henry Walke, U.S.Navy.

MORRIS - DD417 - being built at the Norfolk Navy Yard.

Named in honor of Commodore Charles Morris, U.S.N.

ROE - DD418 - being built at the Charleston Navy Yard.

Named in honor of Rear Admiral Francis A. Roe, U.S.N.

WAINWRIGHT - DD419 (Order not placed).

Named in honor of Midshipman Jonathan Mayhew Wainwright, Master Jonathan Mayhew Wainwright, Jr., U.S.N., Commander Richard Wainwright, U.S.N., and Rear Admiral Richard Wainwright, U.S.N.

Secretary Swanson also announced that the U.S.S. WINSLOW, DD359, now under construction at the New York Shipbuilding Corporation, Camden, N. J., be considered as having been named jointly for Rear Admiral John A. Winslow, U.S.N., and his second cousin, Rear Admiral Cameron McRae Winslow, U.S.N.

DD409 - U.S.S. SIMS, named in honor of Admiral William Sowden Sims, who was born in Port Hope, Ontario, Canada, Oct. 15, 1858, and died in Boston, Mass., Sept. 28, 1936. Appointed to the Naval Academy, June 24, 1876, from Pennsylvania. Beginning in 1901, Sims was a strong advocate of drastic reforms in gunnery which were afterwards accomplished to a remarkable degree under his administration as Inspector of Target Practice from 1902 to 1909. From 1911 to 1915 he was in attendance at the Naval War College as a member of the first class to graduate after the establishment of the regular curriculum. He was eminently successful as a pioneer in the practical application of the War College teachings afloat while in command of the Torpedo Flotilla, Atlantic Fleet, 1913-1914. In April 1917, he was sent to Europe where he commanded the American Naval Forces operating in the European Waters until the end of the war with the rank of Vice-Admiral. He was commissioned as Admiral, November 27, 1918. He retired from active duty in 1923 after serving as President of the Naval War College.

DD410 - U.S.S. HUGHES, named in honor of Commander Edward Merritt Hughes, born 1850 in Lockbourne, Ohio. Died with rank of Commander, Sept. 28, 1903. Appointed to the Naval Academy in 1866. Was Executive Officer of the U.S.S. PETREL while she participated in the Battle of Manila Bay during the Spanish-American War. Immediately after the action was over, he commanded a small boat which boarded and set fire to five Spanish ships lying in Cavite Harbor, despite reports that trains had been sent to their magazines, and in the face of a large and excited armed force on shore, but a short distance away. He was aware that he had the only boat of the PETREL which would then float. He was advanced five numbers in rank for eminent and conspicuous conduct on this occasion.

NAMES OF NEW DESTROYERS (contd).

DD411 - U.S.S. ANDERSON, named in honor of Rear Admiral Edwin Alexander Anderson. Born in Wilmington, North Carolina, 1860. Died September 23, 1933. Appointed to the Naval Academy in 1878. Retired with the rank of Rear Admiral, March 23, 1924. Was a lieutenant on the U.S.S. MARBLEHEAD during the first part of the Spanish-American War. On May 11, 1898, he was in command of the boats of the MARBLEHEAD, which cooperated with boats from the NASHVILLE in cutting the submarine cables off Cienfuegos, Cuba. In the face of a very heavy fire at point-blank range from the enemy on shore, a length of nearly 200 feet was cut out of a cable with hacksaws. Lieutenant Winslow, in command of the expedition, reported "Lieut. E. A. Anderson commanded the sailing launch of the MARBYEHEAD, and did his work with coolness, bravery, and intelligence, continuing the work regardless of the hot fire to which he was exposed, until ordered by me to desist." For this service he was advanced five numbers in rank for extraordinary heroism.

For gallantry in action and distinguished services during the landing operations at Vera Cruz in April, 1914, he was awarded a Medal of Honor.

DD412 - U.S.S. HAMMANN, named in honor of Ensign Charles Hazeltine Hammann, U.S.N.R., born March 16, 1892, at Baltimore, Md. Killed while on active duty, June 14, 1919, at Langley Field, Va. He was appointed to the provisional rank of Ensign in Naval Reserve Flying Corps, October 14, 1918, and served overseas until January 21, 1919. He was awarded the Silver Medal for Military Valor by the King of Italy and the Congressional Medal of Honor with the Citation - "For extraordinary heroism as a pilot of a seaplane on August 21, 1918, when with three other planes he took part in a patrol for dropping propaganda on Pola. They encountered and attacked a superior force of enemy landplanes and in the course of an engagement which followed, the plane of Ensign George H. Ludlow was shot down and fell in the water five miles off Pola. Ensign Hammann immediately dived down and landed on the water close alongside the disabled machine where he took Ludlow on board and, although his machine was not designed for the double load to which it was subjected, and although there was danger of attack by Austrian planes, made his way to Porto Corsini."

DD413 - U.S.S. MUSTIN, named in honor of Captain Henry C. Mustin, U.S.N., born in Pennsylvania, February 6, 1874. Appointed to the Naval Academy in 1892 and died August 23, 1923. He was commended for his services in command of the U.S.S. SAMAR during the capture of Vigan, Philippines, in 1899, when he towed the boats of the OREGON with the naval battalion from the ship to the shore and covered the party so effectively that the landing was made without a casualty. After the capture he was ordered south to communicate with the Army's column. Finding the surf too heavy to risk the lives of his crew in a boat, he swam through the breakers, carried out his orders and then swam back to his vessel. He was awarded a gold life-saving medal for saving an enlisted man from drowning in January, 1918. He was a pioneer in naval aviation. During the Mexican campaign in 1914, he operated the airplanes attached to the U.S.S. MISSISSIPPI on daily reconnaissance flights for 43 consecutive days, the first employment of American planes in the face of hostile fire. He was the first commander of the Aircraft Squadrons of the Battle Fleet.



### NAMES OF NEW DESTROYERS (CONTD)

DD414 - U.S.S. RUSSELL, named in honor of Rear Admiral John Henry Russell, U.S.N. Born in Frederick, Md., July 4, 1827, and was appointed a midshipman in 1841. Was navigator of the U.S.S. VINCENTNES on her cruise to the Arctic. In September, 1861, was in command of an expedition of 100 men sent into Pensacola Harbor to destroy the Confederate vessel JUDAH, and received special commendation from the Secretary of the Navy for that action. He commanded the gunboat KENNERLEC and rendered distinguished service for eight months on the Mississippi River, especially in the operations which resulted in the passage of Farragut's fleet past Forts Jackson and St. Philip. He participated in the first engagements at Grand Gulf, Port Hudson, Baton Rouge and Vicksburg. Subsequently, the KENNERLEC was employed under Russell on blockade duty on the Gulf Coast. He later commanded the steamer PONTIAC, South Atlantic Blockading Squadron and was in command of the CYANA on the Pacific Coast. Died April 1, 1897.

DD415 - U.S.S. O'BRIEN, named in honor of Captain Jeremiah O'Brien, U.S.N., and for his ~~four~~ <sup>five</sup> brothers. The five O'Brien brothers were residents of Machias, Maine, when the Battle of Lexington, April, 1775, was fought. When the news reached Machias the patriotic citizens erected a liberty pole. A British sloop of war, the Margaretta, arrived in Machias Harbor under the command of Lieutenant Moore, and the latter declared that unless the pole were cut down he would destroy the town. During the parley that followed, a lumber sloop left Machias and lazily drifted toward the sea as if about to pass near the warship. The sloop, apparently badly handled, fouled the warship, and instantly scores of Yankees boarded the foreign craft armed with pitchforks, axes and muskets. A battle followed, in which the Americans were victorious after losing 6 men and killing 10 of the enemy, including Lieutenant Moore. This was the first naval engagement of the Revolution. The lumber sloop was under the command of Jeremiah O'Brien and four of his brothers were in the crew. Joseph O'Brien, the youngest brother, was only 16 years old and his request to form one of the party was refused. He smuggled himself aboard the craft and during the fight proved to be very much a man. Lieutenant Moore's sword was given to Joseph O'Brien, the baby of the crew.

Destroyer No. 51 and Torpedo Boat No. 30 were named O'Brien.

DD416 - U.S.S. WAIKE, named in honor of Rear Admiral Henry Walke, born in Virginia in 1808. Appointed midshipman in 1827. In the Civil War, in command of the CARONDELET, he took part in Battles of Belmont, Fort Henry, Fort Donelson, Island No. 10, Fort Pillow, Memphis, and the engagement with the Confederate ram ARKANSAS. For his distinguished services he received the thanks of Congress and the Secretary of the Navy, and the commendation of Admiral Foote.

DD417 - U.S.S. MORRIS, named in honor of Commodore Charles Morris, born in Woodstock, Conn., July 26, 1784; died in Washington, D. C., January 27, 1856. Appointed midshipman, July 1, 1799; captain March 5, 1813; as one of the officers of the INTREPID, he took part in the recapture and destruction of the PHILADELPHIA in the harbor of Tripoli, February 17, 1804; took prominent part in the engagement between the CONSTITUTION and GUERRIERE, being severely wounded while in the act of boarding the latter vessel; for his gallantry on this occasion he was advanced one grade by the President; in 1825 commanded the BRANDYWINE, taking General Lafayette back to France after his last visit to the United States; 1851-1856 was Chief of Bureau of Ordnance.

NAMES OF NEW DESTROYERS (contd.).

Destroyer No. 271 (also Torpedo Boat No. 14) - MORRIS - named in honor of Commodore Charles Morris, U.S.Navy.

DD418 - U.S.S. ROE, named in honor of Rear Admiral Francis A. Roe, U.S.N., born in Elmira, N. Y., October 4, 1823. He graduated from the Naval Academy in 1848. In the PORPOISE, in 1854, he engaged 13 heavily armored Chinese junks, destroyed 6 and scattered the fleet. In the PENSACOLA, 1862, he led the starboard column of Farragut's fleet at the passage of Forts Fisher and St. Philip and was commended for gallantry. In the SASSACUS, May 5, 1864, in Albemarle Sound, engaged the Confederate ram ALBEMARLE and gunboat BOMB-SHELL. He was commended by the Navy Department for gallant and meritorious conduct. He received the thanks of the cabinet for a special mission to Mexico in 1867. He took Santa Ana prisoner from an American ship and sent him out of Mexico. He received the surrender of Vera Cruz and established a provisional government.

Destroyer No. 24 - ROE, was named in memory of Rear Admiral Francis A. Roe, U.S.N.

DD419 - U.S.S. WAINWRIGHT, named in honor of

Midshipman Jonathan Mayhew Wainwright, who was killed on the HARRIET LANE, near Galveston, in 1862, his son,

Master Jonathan Mayhew Wainwright, who was killed on the coast of Mexico in 1870,

Commander Richard Wainwright, who commanded Admiral Farragut's flagship, the U.S.S. Hartford, and his son,

Rear Admiral Richard Wainwright, who was born in Washington, D. C., December 17, 1849, and died March 6, 1926. Appointed midshipman in the U.S. Navy, September 28, 1864. Was executive officer of the U.S.S. MAINE when she was blown up and sunk in the Harbor of Havana, February 15, 1898. He remained in Havana in charge of the recovery of bodies of the victims and assisted in collecting information for the Court of Inquiry. He commanded the wooden gunboat GLOUCESTER (ex-yacht CORSAIR) during the battle of Santiago, July 3, 1898. When Admiral Cervera's squadron came out of the harbor of Santiago in an effort to escape, Wainwright maintained his advanced position and awaited the exit of the two torpedo boats FUROR and PLUTON which he attacked at close range, sinking the FUROR and driving the PLUTON on to the beach. After saving the survivors of these two prizes, he proceeded to the INFANTA MARIA TERESA and OQUENDO which were beached and burning fiercely. Despite the great danger from explosions, many persons were rescued from these vessels, also. Lieutenant Norman, in charge of one of the GLOUCESTER's boats, formally received the surrender of the Spanish Commander-in-Chief and all his officers and men present and brought on board all the high-ranking officers, including Admiral Cervera. For his valor in this engagement, Admiral Wainwright was advanced ten numbers in rank for "eminent and conspicuous conduct in battle with the enemy."

#### NAMES OF NEW DESTROYERS (contd).

During the fleet's cruise around the world in 1907-1908, he commanded the Second Division of the U. S. Atlantic Fleet. He retired with the rank of Rear Admiral, December 7, 1911.

Destroyer #62 was named the WAINWRIGHT in honor of Midshipman Wainwright, Master Wainwright and Commander Wainwright.

DD420 - U.S.S. BUCK, named in honor of Master's Mate James Buck, U.S. Navy, who served as seaman on board the U.S.S. BROOKLYN and was awarded a Medal of Honor for his conduct during the engagement with Forts Jackson and St. Philip and the batteries below New Orleans, April 24 and 25, 1862. Early in the fight, Buck received a severe and painful wound, but for seven hours afterwards he stood bravely at his post and performed his duty, refusing to go below until ordered positively to do so, and on the 25th, without the knowledge of his commanding officer, went to his station and steered the ship for eight hours from early daylight until 1:30 p. m. He was promoted to acting master's mate, July 30, 1862. Died November 1, 1865.

DD358 - U.S.S. WINSLOW, named in honor of Rear Admiral John A. Winslow, who was born in North Carolina in 1811. Appointed midshipman in 1827, he served gallantly in Mexican War. For gallantry at Tobasco he was commended by Commodore Perry. In the Civil War he was in command of the Mississippi Flotilla, 1861-62. He commanded the Kearsarge when she sank the Alabama, June 19, 1864, in the famous fight off Cherbourg. For this action, Captain Winslow was promoted to the rank of commodore,

and in honor of

Rear Admiral Cameron McRae Winslow, born 1854, in Washington, D. C. Died Jan. 2, 1932. Appointed to the U. S. Navy, 1879. Retired with rank of Rear Admiral, July 29, 1916. Lieutenant on the U.S.S. NASHVILLE during the Spanish-American War. On May 11, 1898, was in command of a boat expedition from the NASHVILLE and MARBLEHEAD which cut two submarine cables off Cienfuegos, Cuba. In spite of a very heavy fire at point-blank range from the enemy on shore, a length of nearly 200 feet was cut out of each of two cables, using hacksaws. Lieutenant Winslow retained command of the party although wounded in the hand by a bullet. His superior officer reported "The work performed by the people in the boats was both hazardous and difficult, and too much credit cannot be given to Lieutenant Winslow for his excellent judgment and consummate coolness, under most trying conditions of heavy sea and destructive fire of the enemy." Winslow was advanced five numbers for extraordinary heroism during this operation.

Rear Admiral Cameron McRae Winslow is the second cousin of Rear Admiral John A. Winslow, U.S.N., of Civil War fame.

#### REQUIREMENTS FOR FILING CLAIMS FOR PENSIONS.

Attention of all officers is invited to the evidence required by the Veterans Administration in filing claims for pension. Some of these requirements are new.



## REQUIREMENTS FOR FILING CLAIMS FOR PENSIONS. (Contd)

The following substantiating vouchers are required for pension claims where death is due to peace time or war time service and should be filed in the office of the Navy Mutual Aid Association by members and in the Bureau of Navigation by non-members:

- (1) Certified copy of marriage certificate;
- (2) In the event of prior marriage, certified copy of certificate of death or divorce decree of former husband or wife, as the case may be;
- (3) Certified copy of birth certificate of wife, as pension, under the new law, is paid according to the age of the claimant;
- (4) Certified copies of birth certificates of children under eighteen years of age.

The above certificates are not accepted unless they are certified to under seal by the Clerk of the Court of Public Records of the place where the marriage, birth, death, or divorce took place. Photostats of such certified certificates are not acceptable unless they bear the impression seal of the Clerk of the Court of Public Records. In the event the public record of birth is not obtainable, the Veterans Administration will accept the baptismal record bearing the seal of the church. If this record is not available, affidavits from two or more persons, preferably disinterested parties, will be accepted. Persons testifying should give their names, addresses, ages, and the name, date and place of birth of the person whose date of birth is being established and the names of the person's parents. The affiants should definitely state the means of their knowledge of the facts to which they testify.

- (5) Cancelled check bearing the signature of the officer.

Widows of officers who served in the Spanish-American War, the Boxer Rebellion or the Philippine Insurrection must furnish all of the above evidence required for peace time or war time pensions except their birth certificates, which are not required.

Detailed information regarding claims for Pensions, Government Insurance, Arrears of Pay, Six Months' Gratuity, etc., is contained in the Annual Report of the Navy Mutual Aid Association.

## CITIZENSHIP OF FILIPINOS.

Because the Bureau has no record of the application of a Filipino for first citizenship papers, several cases have recently arisen where a Filipino has been ordered to the Receiving Station, Cavite, for transfer to the Fleet Naval Reserve, when the man has previously filed his "Declaration of Intention" to become a citizen. This requires a cancellation of orders or unnecessary correspondence, and in some cases a ship is deprived of a man's services needlessly.

Commanding officers are, therefore, requested to make an entry on page 9 of a Filipino's service record whenever information is received of the submission of "Declaration of Intention," with the date and place of such submission. In addition, when forwarding application of Filipinos for transfer to the Fleet Naval Reserve, Commanding Officers are requested to state in the first endorsement

### CITIZENSHIP OF FILIPINOS. (Contd)

whether man is a naturalized citizen of the United States and, if not, if he has taken out first citizenship papers. In either case, the date and place should be given.

### REPORTS OF EXAMINATION FOR ADVANCEMENT IN RATING (N. Nav. 524).

It very commonly occurs that reports of examination (N. Nav. 524) are received by Unit Commanders or by the Bureau improperly filled out. In the majority of cases, the mistake is an omission of a mark under one or more subheads of the Bureau of Navigation Manual. In some revisions of the Manual, misleading typographical arrangements have occurred whereby a paragraph or an article seemingly comes to an end in the middle of the page, but is continued on the succeeding page. Such an instance is page 129-130 C.B.N.M. 2. A report of examination containing errors is habitually returned for correction. By the time it gets back to the Bureau, the quotas may already have been filled. In such a case, promotion of the man is delayed for at least three months. Care in avoiding errors will reduce these delays to a minimum.

### PROMOTION OF HOSPITAL CORPSMEN.

The method of promotion of hospital corpsmen to the rating of Pharmacist's Mate second class, Pharmacist's Mate third class and Hospital Apprentice first class has been changed.

The basis for promotion was formerly the examination mark only. Now a multiple is used in determining the order of promotion. This multiple gives weight to the examination mark, to the length of service in rate, and to the length of total service in the Navy.

### HISTORY OF FIRST GYRO COMPASS USED IN U.S. NAVY.

In 1909, the Navy Department began negotiations with a foreign company to test a gyro compass. The tests were made in the Birmingham in 1910.

It was proposed to provide gyro compasses for the Utah, Wyoming, and Arkansas, but the appropriation bill provided that all equipment for these vessels should be of American manufacture. In 1910, Mr. Sperry submitted a description of a gyro compass which he claimed was superior to the apparatus furnished by the foreign company. An experimental model of this compass was installed in the U.S.S. Delaware at the Boston Navy Yard in July, 1911. From reports of Ensign R. E. Gillmore, U.S. Navy (now President of Sperry Gyroscope Company) and the Navigator of the ship, Lieutenant Commander W. R. Gherardi, it appears that this installation gave promise of success, and in September, 1911, an appropriation of \$200,000 was requested to purchase and test gyro compasses for battleships.

Compass No. 101, which was the first manufactured, was installed in the U.S.S. Utah, November 13, 1911, under the personal supervision of Mr. Elmer A. Sperry, the ship's force assisting.

#### HISTORY OF FIRST GYRO COMPASS USED IN U.S.NAVY. (contd)

During a six-day run, some trouble was encountered with the master compass being several degrees off the meridian and the repeaters failing in some instances to follow the master.

In December, 1911, during a trip from Hampton Roads to Galveston, the performance of the compass was somewhat erratic, at times operating satisfactorily and at other times being several degrees off the meridian or precessing continually. Numerous small casualties occurred.

When the Utah returned to Boston for final trials by the Board of Inspection and Survey, the Sperry Company overhauled the compass thoroughly and supplied new parts for those that had given trouble. Later, the compass was further modernized including a floating ballistic and compensator weights and reinstalled on board June 28, 1913, as a duplex equipment along with Master Compass No. 154.

No. 101 continued aboard and in the gyro compass report for October 30, 1922, appears the following, "Compasses are in excellent condition." On April 4, 1925, the sea service of this original Navy compass ended and it was transferred to the Submarine Base, New London, Conn., for instructional purposes.

It has been recently overhauled at the gyro compass repair shop at the Norfolk Navy Yard and placed in condition for exhibition purposes at the Naval Observatory museum.

#### AMERICAN RED CROSS "HOME SERVICE."

On request of the National Headquarters of the American Red Cross, the instructions concerning its home service as published in the Bureau of Navigation Bulletin #210 of 26 May 1934 are hereby modified to permit:

- (a) Requests from Honolulu, the Philippines, the Canal Zone and other outlying stations, for information concerning home conditions to be obtained in the Midwest and Eastern section of the United States, to be directed to the National Headquarters, Washington, D. C.
- (b) Requests from Honolulu, the Philippines, the Canal Zone and other outlying stations for information concerning home conditions to be obtained in the Western section of the United States, to be directed to the Pacific Branch of the American Red Cross, via the 12th Naval District.

#### DECEASED ENLISTED PERSONNEL.

The following-named enlisted personnel died during the period 12 to 31 October 1936, inclusive:

COLE, Claude Raymond, Fireman 1c, U.S.N. Died 14 October 1936, U. S. Naval Hospital, San Diego, Calif. Next of kin, wife, Mrs. Hazel Irene Cole, 719 14th Street, San Diego, Calif.

CROWLEY, Martin Eugene, Pharmacist's Mate 3c, U.S.N. Died 26 October 1936, St. James Hospital, Butte, Mont., while on leave en route to Receiving Ship, San

DECEASED ENLISTED PERSONNEL (contd).

Diego, Calif., for duty. Next of kin, Father, Mr. Daniel E. Crowley, 1134 West Broadway, Butte, Mont.

GALITO, Pedro, Officer's Steward 3c, U.S.N. Died 31 October 1936, U. S. Naval Hospital, New York, N. Y. Next of kin, Mother, Mrs. Macaria Prudente, 7 Kennedy Street, Olongapo, Zambales, P. I.

HARDRAKER, William Hagen, Fireman 2c, U.S.N. Died 10 October 1936, San Pedro, Calif. (Attached U.S.S. Vestal) Next of kin, Guardian, Mr. Edmund Erskine, 336 East Locust St., Wilmington, Ohio.

O'BRIEN, Michael John, P.M. 3c, U.S.N. Died 23 October 1936, aboard U.S.S. RELIEF at San Pedro, Calif. Next of kin, Wife, Mrs. Katherine O'Brien, 1830 North Broadway, Los Angeles, Calif.

POLLARD, Burton Smith, M.M.1c, U.S.N. Died 22 October 1936, U. S. Naval Hospital, Philadelphia, Pa. Next of kin, Wife, Mrs. Josephine Pollard, 242 Palm Ave., National City, Calif.

ROBBINS, James Eugene, E.M. 3c, U.S.N. Died 23 October 1936, U. S. Naval Hospital, Pearl Harbor, T. H. Next of kin, Mother, Mrs. Theresa M. Bedingfield, 1903 West Cass St., Tampa, Fla.

TOMAYO, Eulogio, Officer's Steward 3c, U.S.N. Died 20 October 1936 in San Pedro, Calif. (Attached U.S.S. PARTRIDGE.) Next of kin, Sister, Leonida Tomayo, address - Bacoar, Cavite, P. I.

ZEIGLER, Shelly Grayson, Apprentice Seaman, U.S.N. Died 13 October 1936, U. S. Naval Hospital, Norfolk, Va. Next of kin, Mother, Mrs. Jessie L. Zeigler, Route 1, Sarasota, Fla.